

PACIFIC FRUIT EXPRESS COMPANY

July-August News Letter

F.E. Bosch

San Francisco, August 20, 1954

ALL P.F.E. EMPLOYEES

P.F.E. Loadings

	1954			1953		
	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>
June	35,408	6,611	42,019	35,574	7,702	43,276
July	36,449	7,048	43,497	34,133	8,434	42,567
Jan.-July..	210,621	23,326	233,947	212,300	28,631	240,931

Car Situation:

Our situation as of July 1st was satisfactory with good supplies in all sections and, with expectations of normal crop developments, foreign cars were turned from our service July 4th. Commencing July 12th, San Joaquin Valley temperatures began rising and by July 15th the sustained hot weather had hastened maturity of melons and tree fruits bringing on an unprecedented peak load, some two weeks in advance of expectations, that quickly dissipated reserve supplies and necessitated the resumption of foreign car line assistance. Loadings began to taper commencing July 25th and with indications of a rapid improvement in the car situation, all foreign line assistance was discontinued July 31st. The situation going into August is again on a sound basis with no difficulty expected through the month.

Crop Conditions - Western Territory - Southern Pacific

In Northern and Central California cantaloupe movement from the "West Side" has passed the peak but will continue in fairly heavy volume into September. Melons from the Stockton District are increasing steadily and will be in heavy production through August and well into September.

PACIFIC FRUIT EXPRESS COMPANY
 701-703 West 1st Street
 July-August News Letter

San Francisco, August 20, 1934

ALL P. F. E. EMPLOYEES
 1934

P. F. E. Loadings

1934			1933		
Foreign	Domestic	Total	Foreign	Domestic	Total
43,275	7,702	50,977	42,019	35,274	77,293
42,567	8,431	50,998	43,497	34,133	77,630
42,031	8,631	50,662	43,347	31,300	74,647

Car Situation:

Our situation as of July 1st was satisfactory with good supplies in all sections and, with expectations of normal crop developments, foreign cars were turned from our service July 1st. Commencing July 1st, San Joaquin Valley temperatures began rising and by July 1st the sustained hot weather had hastened maturity of melons and the fruiting bringing on an unprecedented peak load, some two weeks in advance of expectations, that quickly dissipated reserve supplies and necessitated the resumption of foreign car line assistance. Loadings began to taper commencing July 25th and with expectations of a rapid improvement in the car situation, all foreign line assistance was discontinued July 31st. The situation going into August is again on a sound basis with no difficulty expected through the month.

Group Conditions - Western Territory - Southern Pacific

To Northern and Central California carline assistance movement from the West side" has passed the peak but will continue in fairly heavy volume into September. Melons from the Sacramento-San Joaquin Valley are increasing steadily and will be in heavy production through August and well into September.

1934 AUG 19 AM 7 39

Peaches from Fresno areas are over the peak and will decline gradually. Pears from River District and Hillside points are in volume with Lake and Mendocino fruit just starting. Salinas lettuce will continue heavy production through the month with volume fluctuating in line with market changes.

In Southern California loadings are decreasing in accordance with usual seasonal decline. The principal crops to move through August are citrus, bananas, and frozen foods.

Along Union Pacific -

Hot weather in Idaho during latter half of July brought white potatoes into production far in advance of expectations which with the normal harvest of red potatoes made for a heavy peak load late in July.

Heavy unseasonal loading was reflected almost immediately in market deterioration which caused a curtailment in harvesting and shipping. Movement during August will be in volume commensurate with marketing conditions.

In the Northwest District loadings will be light until pears and prunes get underway about the middle of August.

In Eastern District very good growing conditions in Nebraska and Colorado will produce good potato crops and shipments should move in slightly greater volume than last year.

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Orders have been placed for 50 Carrier mechanical refrigeration units, and 150 Frigidaire units of practically the same design as our present Frigidaires, for use in the 200 supers to be constructed at Roseville early next year.

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Potatoes from Fresno area, however, are generally
Fresno River District and are of the same quality
and are of the same quality as the potatoes
heavy production through the month of July and August in line with
market changes.

In Southern California loadings are decreasing in accordance with
usual seasonal decline. The principal crops moved through August
are citrus, bananas, and fresh foods.

Altogether Pacific

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Orders have been placed for 50 Carrier mechanical refriger-
ation units, and 150 refrigeration units of practically the same design
as our present refrigerators, for use in the 200 square foot units
situated at Hagerville early next year.

It is with profound sorrow that we record the death of Superintendent C. R. Gardipee of Sacramento. Charlie was 59 years old and suffered a heart attack while returning to Sacramento from Bakersfield on June 25, 1954.

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Attached are comments made by Mr. A. E. DeMattei, Superintendent, Communications, Southern Pacific Company, at a luncheon meeting on June 1st, describing new developments in communications.

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"Life is very simple. It merely consists in learning how to accept the impossible, how to do without the indispensable, how to endure the insupportable."

-Kathleen Norris

K. V. PLUMMER

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Superintendent C. R. Gardiner of Sacramento. Charlie was 59 years
old and suffered a heart attack while returning to Sacramento from
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Attached are comments made by Mr. A. E. DeMott,
Superintendent, Communications, Southern Pacific Company, at a
luncheon meeting on June 28, describing new developments in
communications.

"Life is very simple. It merely consists in learning
how to accept the impossible, how to do without the
indispensable, how to endure the insupportable."
-Karl Kraus-

K. V. THUMMER

At a meeting on June 1 of PFE officers and representatives headquartering in San Francisco, Mr. A. E. DeMattei, Superintendent of Communications for Southern Pacific Company, outlined new developments in electronic communication and control methods of interest to railroad and P.F.E. employees.

Of possible application to P.F.E. operations was Industrial Television. This operates over a cable system rather than by radio means but has much better definition and would enable car inspections, dial readings on remotely located machinery, etc., to be performed without need for the inspector to be at the inspection point. For example, in car inspection the Television cameras would transmit a view of the entire car as it passes the inspection point, which might be in the receiving yard, and the cameras, operated by remote controls, could focus on and follow any particular part or area requiring closer inspection and could be manipulated to give a greatly enlarged view of the particular area or part. Thereafter, if the car required attention, it could be switched out of the train for repairs. While there may be some labor savings possible thereby, principal advantage is in eliminating need for more expensive housing facilities, inspection pits, etc. The camera units are of modest size and comparatively inexpensive.

He exhibited a small radio transmitter designed for use by switchmen for direct communication with the yard engine. This apparatus is referred to as a "Dick Tracy" and used 8 small radio tubes powered by batteries. The set is smaller than the ordinary switchman's lantern and has a range of about 3 miles, operating through a repeater station.

These "Dick Tracys" operate on very high frequencies, 39 channels of which are assigned for railroad use. Because of the short range normally experienced when using these frequencies, they may be used by numerous railroad points distant from each other without interference.

The use of micro-wave by railroads is increasing because of its greater reliability, particularly during adverse weather conditions when wire difficulties are most often encountered, and because such installations obviate the much more expensive line wires; also micro-wave is capable of carrying many more voice channels. For example, with the same tower and the same power supply as many as 6 systems can be handled, each with 24 to 30 voice channels, making up to 180 voice channels. Since the wire load on telegraph poles is becoming a problem in some areas this is an important factor favoring micro-wave systems.

The telephone dialing systems now in operation between San Francisco and Los Angeles, and between San Francisco and Sacramento are being extended as far north as Dunsmuir and in the San Joaquin Valley to Fresno and also from Los Angeles to Colton, these extensions

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cycles per second, which is assigned for railroad use. Because of the short
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interference.

The use of radio by railroads is increasing because of
the numerous difficulties, particularly during adverse weather conditions,
when wire difficulties are most often encountered and because of the
increasing cost of carrying many more voice channels. For example,
whereas capable of carrying many more voice channels, for example,
without a separate and the same power supply as many as 6 systems
could be handled, each with 10 to 20 voice channels, making up to 100
voice channels. Since the radio is an important factor in saving labor
and expense, it is an important factor in saving labor
and expense.

The telephone system now in operation between
Tomball and Houston, and between Houston and Galveston
and extending to the Gulf Coast, these extensions
to Fresno and also to Los Angeles to Colton, these extensions

are a part of the plan to bring this service to the entire Southern Pacific System.

Consideration is being given to an automatic transmission and relay system for telegraph messages whereby the equipment would route the message through relay stations without attention from other than the first operator punching the tape. At intermediate relay stations, in event the next circuit was busy, the equipment would hold the message awaiting opportunity to transmit it. Provision would be made for signaling an attendant when something goes wrong with the line due to improper addressing or for other reason.

Mr. DeMattei spoke of the use of micro-wave by other operators such as the New Jersey Turnpike, Keystone Pipeline Co., Union Electric Co. of St. Louis.

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